

**CAPSTONE INDUSTRY COUNCIL MEETING  
MINUTES  
July 12, 2006**

The Alaskan Capstone Industry Council met at the Alaska DOT/PF Building on July 12, 2006, at 8:00 am.

The following agenda items were presented:

**0800 – 0945 Information Sharing**

Opening	Sue Gardner – Capstone Program Manager
Technical Status Update	John Ament
Operations Status Update	Ray Collins
FAA JRC Planning Status Update	Sue Gardner
Conoco Phillips Capstone Planning	Dennis Parrish
WAAS Update	JoAnn Ford
Alternatives for Retaining Transcribed Weather Broadcast Services (TWEB) in Alaska	Mike Borowski

**0945 – 1000 Industry Feedback (Round Table)**

**Information Sharing**

**Opening: Sue Gardner, Capstone and Weather Camera Programs Manager**

Sue Gardner opened the meeting by welcoming the attendees and introducing a new Capstone staff member, John Harrington. Sue stated that Walter Combs was also a new addition to the Capstone team, but was unable to be at the meeting. Introductions followed around the room.

Sue followed the agenda, beginning with the status of ADS-B Services in the Y-K Delta:

On June 15, 2006, ATC services resumed with ADS-B to ADS-B five mile separation standards in the Aniak, Bethel, and St. Mary's area. The objective of the next milestone on July 15, 2006, is to provide separation between an ADS-B target and a radar target within this same area (Aniak, Bethel, and St. Mary's). Flight Standards is working on a Letter of Authorization. August 15, 2006, is the target date for the FAA to expand the area of coverage to include two additional GBTs (Dillingham and King Salmon) for a total of five GBTs. An operational evaluation will continue for a period of time TBD.

Sue recognized the efforts of UAA, Chelton, AIR-130, and Flight Standards in support of the flight testing.

FAA Administrator Marion Blakey was in town for the Senate Field Hearing on July 5, 2006, and had only positive remarks about her visit. She enjoyed the presentation at Medallion and luncheon with industry members, and conveyed to Sue that she felt all of the input, comments, and questions she received were very good.

Sue thanked those who testified on behalf of the Capstone and Weather Camera programs as well as those who participated in activities surrounding the Administrator's visit. Videos of the Senate Field Hearing will be distributed to the various organizations and made available to Capstone Industry Council members.

Senator Stevens was presented with the Master Pilot Award at an event that the Administrator attended. He was honored to receive that award.

Pat Poe will retire at the end of July 2006. His departure will be a huge loss to the Alaskan Region. Pat has been a driving force for Alaska, for the Capstone and Weather Camera programs, and for all of the significant safety improvements in Alaska. The Administrator presented a special award to Pat for his outstanding achievements, not only as the Regional Administrator, but for his public service to the FAA as well. In addition to what Pat has done for Alaska, he has been instrumental in causing change internationally during some of his previous tours. Administrator Blakey has expressed her commitment to the importance of having a Regional Administrator in Alaska.

The FAA Executive Briefing on Capstone Phase III is scheduled for July 14, 2006. Sue will be briefing the Executive Council primarily on action items that came out of the Initial Investment Decision briefing last September. Capstone had ten action items to accomplish in preparation for the Final Investment Decision in September 2006.

Capstone was asked to consolidate with the new Surveillance and Broadcast Services (SBS) Program Office and to work towards integrating the two

programs. A Service Level Agreement was signed July 11, 2006, with the SBS Program Office to show how the programs would consolidate specifically for the ADS-B component of the Capstone Program Office. The SBS Program Office will be charged with deploying ground based GBTs that will be located throughout the state, just as the AWSS Program Office is charged with deploying AWSS. Sue stated that she sees the consolidation as positive. It shows that ADS-B is now a part of the NAS, and a national office is charged with implementing the ground infrastructure for this system. Capstone will continue the work from an avionics standpoint, and that is addressed in the Service Level Agreement.

The next step for Capstone is to address how to move forward in SE Alaska to get those GBTs turned on and providing broadcast and surveillance services.

Tom George relayed that he had read an article about the national program in the *Avionics Journal* and that it appears the national office plans to engage the services of a contractor for deployment. He asked if that plan would include Alaska GBTs. Sue explained that it was a combined plan. The SBS Program Office is planning to install an infrastructure that will provide the same level of service as the UATs and also provide services for 1090 Extended Squitter (ES). At some future point in time when that service is available, and the SBS Program Office can continue deployment with no disruption to service or the baseline schedule, they will pick up deployment in Alaska. The most important thing in the Service Level Agreement is that deployment will be accomplished as baselined in the JRC.

### **Technical Status Update**

John Ament, Capstone/NISC, reported in Mark Olson's absence. John discussed changes in the status of services in the Y-K Delta and SE Alaska since the previous month.

Tim Rardin, Capstone/NISC, discussed FIS-B broadcasting issues that were identified and corrected. FIS-B has gone from broadcasting data from seven reporting stations to over 120 as of July 7, 2006. Tim extended his thanks to those who identified the issues, and he requested that any anomalies noticed, including reduced services, be reported to the AFSS or controller.

Tim noted that the text overwriting anomaly is being worked at the Tech Center in conjunction with Garmin.

August Asay, FAA, has been working on a detailed analysis with Carl Gleason, Capstone/NISC, concerning NIC-0 issues. There is something different in approximately 5% of the aircraft squawking anomalies. August reported that they have looked at various possible causes, such as geographical location,

NEXRAD, ground interference, or resetting of equipment. One of the biggest concerns is airplanes that are not reporting their present position while a message is still being sent. August stated they were talking to the companies and letting them know. The operators need to take the problem seriously. John Harrington is also working with August.

### **Operations Status Update**

Ray Collins reported on the status of IDU memory upgrades, the Chelton 6.0B software update, and the remaining SE installations.

August Asay stated that he would be attending the first software review, which is documentation, the first week of August 2006. Bell Helicopter will also be attending. Chelton is looking to certify the Level A software.

Dennis Gerstung and Mike Harkins are in Juneau, Alaska, training operators on Flight Explorer. Mike will be going to Ketchikan, Sitka, and Wrangell, Alaska.

Capstone would like to bring the Juneau ATCT system up operationally, but is planning to bring it up on a different system as a contingency, just as the Bethel Tower display was brought up by HQ during the interim for situational awareness. There is an ATO goal of having the Juneau system up and running by September 30, 2006.

Capstone has an agreement with AcroHelipro for maintenance in Juneau through July 2007.

Mike Talotta and MITRE put together an Avionics Request for Information (RFI) for Phase III that went out July 10, 2006, through the FAA Contracting Office. Mike explained that they were trying to stimulate industry to make them aware of what the Capstone Coalition and Capstone Program Office were planning for statewide deployment for Phase III. They worked with an FAA Contracting Officer to put an announcement in the *Commerce Business Daily*. There was a one-paragraph announcement of the RFI in the publication. Manufacturers have to contact the FAA to get the RFI document. Within one hour of publication, four manufacturers were requesting the RFI. The content of the RFI basically describes what is being planned for statewide equipage. The document is divided into three sections, and responses are due August 17, 2006. Ray Collins and Sue Gardner commended Mike Talotta for his efforts.

### **FAA JRC Planning Process**

The Final Investment Decision date of August 24, 2006, was changed following the Capstone Industry Council meeting. The new date is September 13, 2006.

The briefing to the Executive Council on July 14, 2006, is to clear up the previous action items so that when Sue Gardner goes to the JRC, she will only address the specifics of the proposal for statewide implementation.

Planning is going well. The Benefits Analysis has been completed and the Business Case looks strong for statewide deployment. Sue will not be briefing the Executive Council on any numbers on July 14, 2006; however, she indicated that the numbers are looking very positive for the whole program. From a benefits standpoint some preliminary numbers show that 40% of the benefits are derived from the IFR infrastructure upgrade proposed in the JRC for the increased access (capability for medical evacuation and impact on economics across the state from a tourism, fishing, and oil industry standpoint); 55% percent are derived from the safety benefits that are gained from the program overall. The numbers are much better than what Capstone anticipated from a benefits standpoint.

Asked how the Capstone Program Office and SBS Program Office JRCs are tied, Sue explained that the two were totally separate. The Capstone JRC is predicated on deployment of GBTs for universal access. The SBS Program Office JRC will cover a dual system, both UAT and 1090 ES.

Skip Nelson stated that one of industry's concerns is that a JRC Final Investment Decision for Capstone may be impacted by a larger national deployment strategy. Sue responded that the deployment of ADS-B in Alaska, although through the national program office, would be based on Capstone's baseline and Capstone's JRC. The Service Level Agreement states that the national office will deploy the baseline that is approved by the JRC in September. The JRC makes the decision on what is approved for any infrastructure within the NAS. The JRC includes all of the senior executives within the FAA. It is based on presenting a strong Business Case and a justification for deployment across the state. There is an urgent need to move forward immediately. Delaying that implementation is critical to the state of Alaska.

Skip Nelson asked Sue to describe what would happen in the event of failure at the JRC. Sue stated that failure at the JRC would mean that Capstone would not deploy GBTs across the state, upgrade IFR infrastructure across the state, etc. She declared that failure at JRC is not an option!

Sue stated that the Business Case accounts for the cost of avionics because the benefits are derived from having the equipment in the aircraft. Traditionally, the FAA has not paid for avionics. It was done in Phases I & II for development, but this is implementation of a program. Capstone is not seeking funding for the avionics. The Coalition will seek funding.

## **Conoco Phillips Capstone Planning**

Dennis Parrish reported that his company's involvement with Capstone began with WAAS, which is an economic issue for them because they do not have vertical guided approaches to all of their runways. ADS-B is a safety issue. They are getting more involved with the ADS-B side now because of the increased activity coming up on the North Slope. Their goal is to be "fully WAAS" and "fully ADS-B" with their aircraft, but they need a clear understanding from Capstone of what they would be holding their vendors accountable for.

## **WAAS Update**

JoAnn Ford, FAA, stated that she and Jerry Baker, MITRE, visited Juneau in June to talk to some of the tour operators, as well as FAA representatives there. They do believe there are benefits to be derived from VFR published routes for the tour operator. The charter is almost completed. JoAnn stated that they are looking at all means of transmission for this information. Of primary concern is disseminating the information to the "transient pilots." Pilots and tour operators familiar with the Juneau area already have a Letter of Agreement with the Juneau Tower. A manual is available, with the recommended frequencies, etc., but it is not user friendly.

All seven WAAS Reference Stations have been cutover to the operations center and are in a verification mode. For the next few weeks, the data will continue to be analyzed. The verification period will have an impact on the LPV approaches that were planned to be published in September 2006. The publication date has been moved to early 2007. Problems with Ring 1 still exist but are within tolerance. Ring 2 is fine.

JoAnn explained that funds for TLS airports were congressionally mandated.

## **Round Table**

Karen Casanovas – August 11, 2006, is the annual membership dinner at the Hilton Hotel. Mike Durant will be the guest speaker. More information is available on the web site <http://www.alaskaaircarriers.org>

## **Conclusion and Next Meeting**

The meeting was concluded. The next Capstone Industry Council meeting is scheduled for August 9, 2006.